

B. F. TAYLOR,
Stevors.

Lighters and Steam Launches
Supplied.

LOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
SOLE AGENTS FOR THE
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 4084. 日七月初十八年十二月光

THURSDAY, NOVEMBER 6, 1902.

四拜禮 號六月一十一英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,910,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS' BANK, LTD.

THE UNION OF LONDON AND
SMITHS BANK, LTD.
HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" TARO" HODSUMI,
Manager.

Hongkong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND
Sterling Reserve \$10,000,000
Silver Reserve \$4,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. HAUPI, Esq., Deputy Chairman.

G. Balloch, Esq. A. J. Raymond, Esq.
Hon. C. W. Dickson. H. Schubert, Esq.
E. Goetz, Esq. N. A. Siebs, Esq.
G. H. Medhurst, Esq. H. E. Tomkins, Esq.
D. M. Moses, Esq.

Chief Manager:

Hongkong—J. R. M. SMITH.

Manager:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent per Annum.
For 6 months, 3 1/2 per Cent per Annum.
For 12 months, 4 per Cent per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 11th September, 1902. [11]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [12]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £34,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chian Kit Shan, Esq. C. Ewens, Esq.

Chow Tung Shang, Esq. Julius Focke, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 3rd May, 1902. [13]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:—

Berlin. Calcutta. Hankow.

Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 4th October, 1902. [14]

HONGKONG
HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 1st November, 1902. [15]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

U.S. Gold
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED

On Current Account at 2 1/2 per cent.

On Fixed Deposits:

For 3 months 2 1/2 per annum.

" 6 " 3 1/2 "

" 12 " 4 % "

N. G. EVANS,
Acting Manager.

Hongkong, 1st October, 1902. [16]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans
fers Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per Annum Fixed Deposits for 3 months.

" " 6 "

" " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [17]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE
HOLDERS £800,000

RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF A PER CENT. PER

ANNUM ON THE DAILY BALANCES.

On First Deposits for 12 months, 4 per cent.

" 6 " 3 1/2 "

" " 12 "

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [18]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND
BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

[10]

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SHANGHAI Parramatta...F. J. Fox About 8th Nov. Freight or Passage.

LONDON, &c....Chusan* C. L. Daniel Noon, 8th Nov. Freight or Passage.

M'SEILLEES and } Java G. W. Gordon, R.N.R. Noon, 14th Nov. Freight or Passage.

LONDON..... London About 16th Nov. Freight or Passage.

* See Special Advertisement.

+ SHANGHAI, MOJI and KOBE. (Passing through the Island Sea).

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd November, 1902. [20]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKAN LINIE.

[11]

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

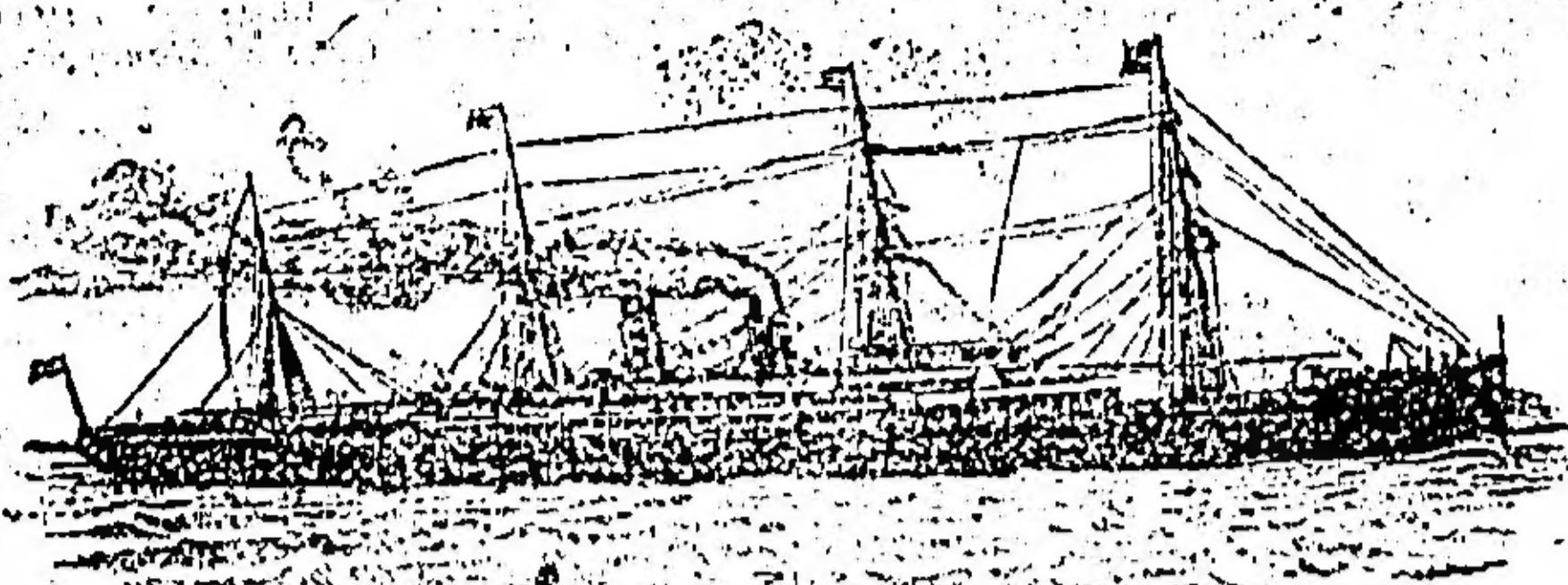
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS

ALSO

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.;
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU" THURSDAY, 13th November, at Noon.

"PERU" THURSDAY, 20th November, at Noon.

"COPTIC" FRIDAY, 28th November, at Noon.

"AMERICA MARU" SATURDAY, 6th December, at Noon.

"KOREA" SATURDAY, 13th December, at Noon.

"GAELIC" TUESDAY, 23rd December, at Noon.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 13th instant, at Noon, taking Freight for Japan, the United States and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

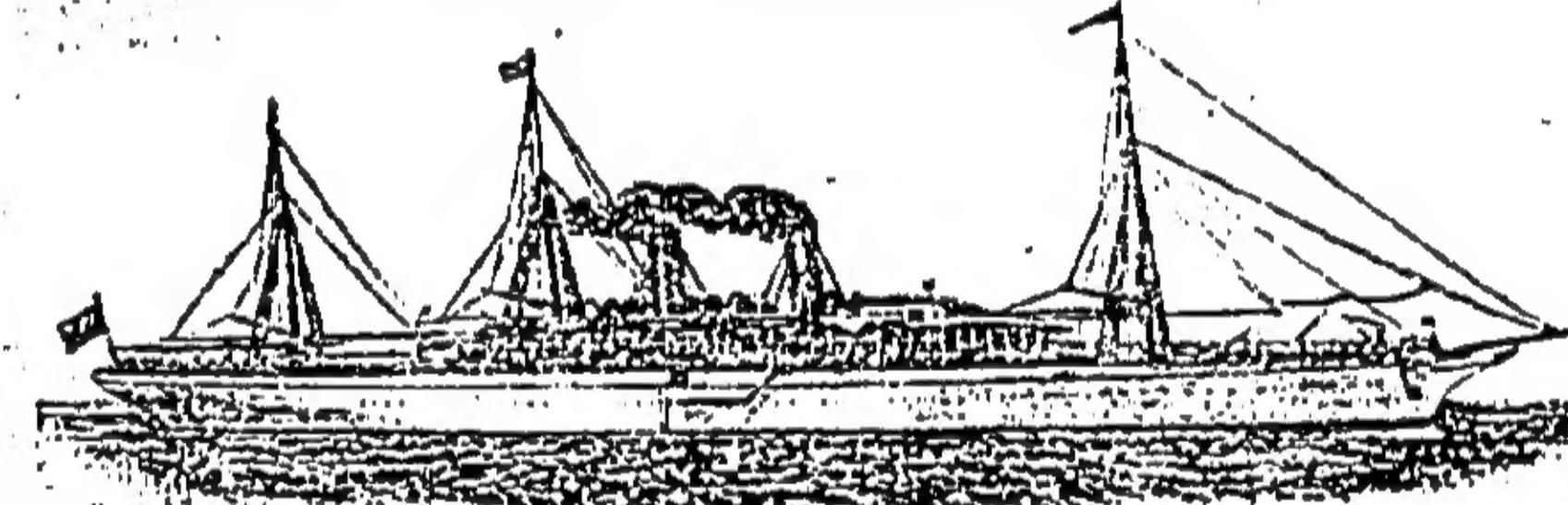
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 4th November, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1902

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPIRESS OF INDIA...Comdr. O.P. Marshall, R.N.R.WEDNESDAY, 19th Nov.
TARTAR Comdr. E. Beecham, R.N.R....WEDNESDAY, 3rd Dec.

EMPIRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th Dec.

ATHENIAN.....Comdr. H. Mowatt.....WEDNESDAY, 31st Dec.

EMPIRESS OF CHINA...Comdr. R. Archibald, R.N.R.WEDNESDAY, 14th Jan.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER, (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD, Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUNURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 22nd October, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHE FRAETDAMPFER LLOYD.
OSTASIATISCHER FRAETDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASCOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS:	DESTINATIONS:	SAILING DATES:	Freight.
SAXONIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	7th Nov. 5 P.M.	Freight.
SERBIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	19th Nov.	Freight.
MARBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	3rd Dec.	Freight.
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	17th Dec.	Freight.
ALESIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	31st Dec.	Freight.
NURNBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	13th Jan.	Freight.
SILESIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	27th Jan.	Freight.
		1903.	

For further particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Queen's Building,

Hongkong, 5th November, 1902.

Entertainment.

THEATRE ROYAL,
CITY HALL.THE HONGKONG AMATEUR
DRAMATIC CLUB

will give Performances of

"LIBERTY HALL"

on

THURSDAY, 13th

FRIDAY, 14th

SATURDAY, 15th

Commencing each Evening at 9 P.M.

precisely.

Dress Circle \$3

Orchestra Stalls 3

Stalls 2

No Pit and no Half Price.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after Friday, 7th November, at 10 A.M.

Booking Office will be open daily from that date to 10 A.M. to 4 P.M.

Late trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 25th October, 1902. [1129d]

Intimations.

HONGKONG AND WHAMPOA DOCK
COMPANY LIMITED

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the

ADJOURNED ORDINARY HALF-

YEARLY MEETING of SHAREHOLDERS

of the above Company which was Adjourned

from the 18th August last will be held at the

CITY HALL, on TUESDAY, the 18th November,

at 11.15 o'clock A.M. when the Poll ordered

at the Meeting of the 18th August will be taken.

The TRANSFER BOOKS of the Company

will be CLOSED from 9 o'clock A.M. on MON-

DAY, the 17th, to 1 o'clock P.M. on TUES-

DAY, the 18th November, inclusive.

By Order of the Board of Directors,

G. O. A. CALDWELL,

Acting Secretary.

Hongkong, 4th November, 1902. [1164d]

CHINA TRADERS' INSURANCE CO.,
LIMITED

NOTICE TO SHAREHOLDERS

THE THIRTY-SIXTH ORDINARY

MEETING of SHAREHOLDERS in

the above Company will be held at the HEAD

OFFICE, Victoria, Hongkong, on TUESDAY,

the 25th instant, at TWELVE O'CLOCK NOON,

for the purpose of presenting the Report of the

Directors and Statements of Accounts to the

31st April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company

will be CLOSED from the 11th to the 25th

instant, both days inclusive.

By Order of the Board of Directors,

W. H. RAY,

Secretary.

Hongkong, 4th November, 1902. [1165d]

ST. ANDREW'S BALL.

THE DATE of the FIRST PRACTICE

DANCE has been ALTERED to

TUESDAY, 11th November.

Dates of 2nd and 3rd Practices 17th and 24th

November, respectively.

DAVID WOOD,

Hon. Secretary.

Hongkong, 6th November, 1902. [1173d]

ST. GEORGE'S BALL.

IT is proposed to hold a ST. GEORGE'

BALL on the 6th JANUARY next, if

sufficient Subscribers can be obtained; the

Subscription to be \$25 each. Englishmen

desirous of joining are requested to sign the

Subscription Lists, within two weeks of date,

and if sufficient names are obtained, a meeting

will be held to elect a Committee to make

further arrangements. He Honour the Chief

Justice has been elected President.

Lists will be found at the Hongkong Club,

Messrs. Kelly & Walsh, Messrs. A. S. Watson

& Co., Messrs. G. Falconer & Co., Messrs.

Lane, Crawford & Co., and Messrs. Calbeck,

MacGregor & Co.

E. W. MITCHELL,

Hon. Secretary.

Provisional Committee.

Hongkong, 1st November, 1902. [1156d]

DRINK

BREWED AT WREXHAM, ENGLAND.

EXPORT

SPECIALTY BREWERY.

REGISTERED LABEL.

BY THE BREWERY COMPANY LTD.

1902.

DRINK

SOLE AGENTS:

RITCHIE & Co.,

Des Voeux Road.

Hongkong, 24th June, 1902. [1167d]

CHRISTMAS CAKES.

R. RUTTON JEE, bess to inform the Pub-

lic of Hongkong, Kowloon and Coast

Ports that having secured the services of a

First Class Compet

THE CANTON-HANKOW RAILWAY.

The Provincial Treasurer Chang of Hunan has appointed Taotai Cheng Hsi-hsien as a manager of the Shanghai office of the Hankow-Canton Railway, representing Hunan Province. The despatch of the Provincial Treasurer to the Canton manager of the Railway reads as follows:—

"According to the instructions given to me by the Governor Yu Lien-san we understand that on the 20th Augt., 1902, the Viceroy Tao-mu, of Liang Kwang Province, and Director General Sheng I-tian-hui, of the Railway Bureau, wrote a despatch to the Governor Yu of Hunan, saying the Railway Bureau had been entrusted to build a railway between Canton and Hankow and the said line will pass through three provinces, Hupeh, Hunan and Kwangtung. The line will join the northern line that is to say the Lu Han Railway and this line is very important for the Empire, both for literary and commercial purposes. The railway has already been sanctioned by Imperial Decree and a long contract has been signed with American merchants, while according to the article 6 of the supplementary contract it clearly mentioned that each provincial government through whose territory the railway shall pass will appoint a representative to deal with the affairs of the province. The American representative and chief engineer of the railway, Mr. Gray, have now left for Canton to begin the building and will open an office at Canton for the control of engineering affairs, etc. The Taotai Cheng Hsi-hsien, being conversant with affairs of this nature, is hereby appointed as a representative from Hunan to stay in Shanghai, etc." Our contemporary might have added that Mr. Jadot Jun., a Belgian, has also been appointed one of the Engineers-in-chief of the Hankow-Canton line on behalf of the King of the Belgians, who has obtained a controlling interest in the undertaking. Mr. Jadot's office is in Szechuan Road.—*China Gazette.*

A NATIVE WARNING.

AND BRITAIN'S ROAST.

The editor of the *Universal Gazette* deplores the unpatriotism of his fellow countrymen saying that they all have either like madmen, plunging into a deep sea, or like ignorant children playing with fire, having no idea of the danger to which their action may lead them. He advises them to do everything in their power to assist in making their country powerful so that it may be saved from the calamity of partition. If we Chinese continue to behave towards the country as they have hitherto done, acting selfishly and caring for their private interest only, the day is not distant when China will break up and become a member of European provinces, following in the footsteps of Poland. When China has come to such a condition,

HOW THE CHINESE WILL BE TREATED by their foreign masters may be imagined by looking at the way in which the Russians behave towards the natives in Manchuria, since their occupation of the province in 1900. They either seize their property or drive them out of their residences or kill them at will. If other parts of China should fall into the hands of the foreign Powers, the Chinese could not expect a better treatment than that received by them at the hands of the Russians in Manchuria as above referred to.

ASK for ASAHI JAPANESE BEER.—G. Girault.

Again, the so-called Foreign Concessions in the Treaty Ports of China are still Chinese territories under our own jurisdiction and have not been annexed to the Foreign Powers. Yet in the Foreign Concessions such

IMPUDENT NOTICES

as "Chinese shall not be permitted to enter" etc., frequently appear at the doors of the residences of foreign merchants. Great Britain used to call herself the most civilized country in the world, and the United States of America often boasts that she acts most justly towards other nations. Yet both these two countries have established Exclusion Acts against Chinese immigration into their territories.

We cannot expect to be properly treated by the Foreign Powers until we have made our country powerful and perfectly civilized. If we continue to behave indifferently towards our country, caring neither for her prosperity nor for her ruin, we shall one day become the slaves of other races.

WAR UNDER WATER.

RUSSIAN ADMIRAL'S PLAN TO WARN AGAINST DESTROYER

Admiral Makarov, the author of the celebrated demonstration of the instability of the *Victoria*, has evolved an invention which will probably cause sensation in naval circles. The Admiral's invention consists of an apparatus which gives warning of the approach of submarines by means of sound.

It is called the radioson, and several successful experiments have been made at Cronstadt. By connecting the contrivance with the military telephone system the whole course of Whitehead torpedoes off Cronstadt was transmitted to an officer seated in a room in one of the government offices in St. Petersburg. Neither weather nor any other circumstances affect the accuracy of ascertaining the direction and speed of the object under observation. The radioson will detect the submarine, for at night, in a storm, or in a fog at any distance as unerringly as in broad daylight or in dead calm.

Not only can the wonderful discovery be used for giving notice of the submarine's approach, but it can be employed for destructive warfare. By a simple modification it can be made to blow up the enemy either automatically or at the will of a person who may be miles away. A squadron served by the radioson is practically invulnerable from unseen foes, for having been notified of their approach, it can either steam away or lie in wait and crush the enemy.

If the radioson does all that is claimed for it, naval warfare of the future will be conducted on an entirely new scientific basis. Besides being a war invention, however, the radioson is also of use in times of peace. It can be sunk any distance into the earth, and then, owing to its extraordinary sensitiveness to the slightest sound, it will disclose the presence of springs of water. In this role the radioson recalls the acoustic device used by the Arabs in Sahara, but it vastly exceeds in delicacy the primitive apparatus of the Bedouin. No details have as yet been published, but it is known that the radioson consists essentially of a sending apparatus, which transmits sounds of very low intensity, and enables the man at the receiver to trace both distance and direction of the object emitting the sound.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

A BOXER PLAQUE.

The following is a translation of a Boxer Plaque posted on the chapel door in Sifu city, 27th September:—

"We inform all the inhabitants of the city of Sifu that three days ago twenty odd members of the Boxers reached this city."

We have come in the name, and with the authority of our patron (Lao Chün), and at the will of our sage (Confucius) to fulfil the will of Heaven in murdering all the foreign devils in China who continue to propagate their doctrines, and to utterly exterminate all such as enter their churches, and foolishly become their followers.

At the end of this month we will enter the city, and with the sword murder all such.

We give notice to all the inhabitants who have not entered the religion to close up their shops and the doors of their houses, when they hear a gun signal fired from the hills, and thus escape injury.

All those who have only recently joined this religion, and wish to recant, must not attend the Church services on the morrow, which is their Sabbath Day, and so escape being marked by the spirit soldiers, thus turning danger into happiness.

We really can forbear no longer from this act of extermination, and so issue this notice.

Issued this 26th day of the 8th moon by order of the chief of the Holy Boxer Society.

CLOSED WITHOUT NOTICE.

ABRUPT COLLAPSE OF THE ANGLO-CHINESE EASTERN SCHOOL.

According to the *Straits Times* of the 27th October, educational matters in Singapore have lately come into prominent publicity—at least among a certain section of the people—by the holding of the annual examinations in the schools. But a quite unexpected turn has now come about in the closure of the Anglo-Chinese Eastern School, Neil Road, and the queer part about it, says the paper,

is that seven lady teachers and about a hundred Chinese boys were on Thursday last dismissed at a single day's notice, and on Friday the school had ceased to exist as such. The reason assigned for the closing of the school is that it was not paying its way, and it has been known for some months that the question of its discontinuance was being considered. But it would have looked much better had a month or two been given to the teachers and pupils to enable them to have arranged for the future. The management, the American Mission, have agreed to admit into their main school those pupils who care to go, that is if there is room, but nothing is being done for the teachers. Whilst on this subject, it is interesting to note the system in vogue in the examinations. The lower classes are, say, examined in four subjects, and the class of perhaps thirty is divided into four sections, each section being tested in one of the four subjects. That is to say, the whole of the class is examined in one subject only. When it comes to the higher classes, who take, may be, seven subjects, the number of pupils in the sections into which the class is divided for inspection in a given subject is in all probability reduced to four or five, according to the number of boys in the class, and upon the work of each of these sections of four or five depends the credit of the whole class.

The men who do as they say; the things that prove to be what they were said to be,—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought daily on nothing more solid than the pledged promises of men, not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective modern remedy called "Wampole's Preparation" never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases, on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, I. a Gripp, General Debility, Throat and Lung Troubles, Blood Impurities, etc., is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. Sold by all chemists here.

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Intimations.

MARRIAGE.

On 1st November, at Holy Trinity Cathedral, Shanghai, by the Rev. C. H. Dods, M.A., ARTHUR RICHARD MILLER, to FLORENCE EMILY SPERL.

DEATH.

At the General Hospital, Shanghai, 1st November, HENRY LOOKE, aged 42.

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13, Beaconsfield Arcade, (First Floor),
Hongkong, 1st October, 1902. [728d]

The Hongkong Telegraph

HONGKONG, THURSDAY, NOV. 6, 1902.

LOCAL AND GENERAL.

H.E. THE GOVERNOR moved from Mountain Lodge to Government House to-day.

WORLD'S RECORD—George C. Cannon, riding a steam automobile, covered a mile in 63 seconds, and five miles in 6 minutes 51 seconds, both being world's records.

HONGKONG IN 1901—The *N.C. Daily News* thinks that the blue book report on Hongkong for last year tells, on the whole, a story of steady, even, vigorous progress.

MONEY-MAD GAMBLERS—James R. Keene, the millionaire turfman, and ex-Californian, recently remarked that race courses should be places of recreation, not seething cauldrons of money-mad gamblers.

THE ROYAL HUMANE SOCIETY has awarded a medal to Rifleman Tikaram Trapa, 4th Gurkhas, for a gallant attempt to rescue a comrade who fell into the river at Aushan, North China.

ROCK IN AMOY HARBOUR—A rock, with about 21 feet over it at low water of spring tides has been discovered in Amoy Harbour between Imperieuse Rock and the line of marks for clearing the same.

HEAVY PENALTY—Cheung Fook and Chung Nan were charged before Mr. E. D. C. Wolfe this morning, with unlawfully fighting and a calling 20 cents from a native constable. After a lengthy hearing they were each sentenced to two months' hard labour.

USSR PROHIBITS TRAVEL—The *Turkestan Official Gazette* contains an announcement that travellers will hereafter be prohibited from visiting the Kusku and An Darys regions, also the Altirek frontier. The palpable object is to maintain the secrecy of operations on the Russo-Afghan border.

BIG RAID ON GAMBLERS—Nine Indians and a woman were caught "red handed" by Detective-Sergeant Morrison and staff, gambling at No. 20, Peel Street yesterday. This morning Mr. Hazelton fined two of them \$75, and the others, \$5. Eighteen natives were fined \$25 and \$5, respectively, for a similar offence.

PALACE EXCITED OVER TELEGRAM—It is reported by the palace eunuchs that on the 15th October at 2 o'clock in the morning, Yung Lu, received some important cipher, and called on his Imperial aunt, the Empress Dowager, that same night for consultation regarding it. After reading the contents both the Empress Dowager and Yung Lu seemed greatly agitated. The nature of the cipher is not yet disclosed.

HEAVY LIST ON THE PERLA—When the China Manila steamship *Perla* arrived in port yesterday there was considerable excitement and many rumours abroad owing to the vessel having a heavy list. It has been reported to us, however, that the vessel is perfectly sound and the list was caused by a shift of cargo during bad weather experienced on her journey here. Since her arrival she has been lying at anchor at Quarry Bay.

CUTE—A San Francisco woman one day went into her kitchen to speak to her Chinese cook and found him preparing elaborate dishes which she had not ordered. She asked him about it and was told that it was a Chinese holiday and he was making them for a friend buried out in the "grave yard." "Why, Len," she said, "you don't expect your friend to come out of his grave and eat these things, do you?" Len answered, "Do you spec you'll be to come out his grave and eat these flowers you put there?"

KING EDWARD HOTEL—By kind permission of Colonel Ironmonger and officers, the Band of the 33rd Burma Infantry will play the following selections during dinner at the King Edward Hotel, to-morrow (Friday) from 7.30 to 9.30 p.m.

PROGRAMME.
March "Marion" Atherton,
Overture "The Sapphire Necklace" Sullivan,
Selection "The New Barnard" Crook,
Selection "The Young Wife" Wainfleet,
Selection "The Banquet" Mayall,
Selection "Blue Bells" Waldegrave,
Intermission "La Comtesse" Translators,
Mazurka "God Save the King."

THE EVACUATION OF SHANGHAI—According to a Peking telegram to the *Kobe Herald*, bearing date 26th ult., the reason Germany, in unison with France, signed the agreement with Prince Cheng regarding the withdrawal of troops from Shanghai, is reported to be due to Germany's failure to place Chili and Shantung in the sphere of German influence. Since then Germany has been trying to defeat the English idea of a sphere of influence in the Yangtze Valley, and this became evident when Great Britain commenced active movements regarding the Hunan affair. Germany then approached Prince Cheng with a proposal to evacuate Shanghai, the idea being to forestall other powers in their relations with China. It is, however, reported that Great Britain, having no further trouble in South Africa will duly protect British interests in the Yangtze Valley, insisting on a satisfactory settlement of the Hunan affair. This is why the question of a withdrawal of the foreign troops at Shanghai is at a standstill.

NAVAL NOTES.
The German gunboat *Tiger* went into dock at Kowloon yesterday.
H.M.S. *Robin* left Canton for Wuchow on the 4th inst., and will coal at Simshui.

ARMY NOTES.
Lieut. L. P. Stephen, I.M.S. is appointed to the Medical charge of the 33rd Burma Infantry, from the 5th November vice Captain E. C. G. Maddock, I.M.S. proceeded to Camp of Instruction—14th Burma Infantry.

**COTTAM & CO. FOR SUMMER
UNDERWEAR.**

JANET WALDORF COMPANY—Owing

to Monday being a public holiday, the box plan for the first production *A Royal Divorce*, by this dramatic organisation, will open at Robinson's on Saturday, November 8th. The season commences on Monday, November the 17th, at the Theatre Royal. The tariff is \$1, \$2, and \$5. Special tram and ferry services after the performance have been arranged for. The *Chung-sha*, in which steamer the Company left Australia, has arrived at Manila. The Company occupy the entire European accommodation on the ship. There is a good demand for reserved seats.

PENANG'S OUTLOOK—The Municipal outlook for the coming year is not a bright one, observes the editor of the *Penang Gazette*. No money with which to carry out drainage works or to provide waterworks and open spaces, with the probability that the fall in exchange will cause the estimate for electric lighting to be considerably exceeded. The question of raising the rates was considered by the Commissioners last Friday, but shelved. Judging by the Budget, which shows a desire to carry out the Governor's advice to cut the Municipal coat according to the available cloth, there is every chance of the coat not fitting.

WILL IT COLLAPSE?—A correspondent calls our attention to a very narrow lane in Queen's Road East, known as Man Ming Li.

He says it is bounded on the west by the side wall of an old house in Queen's Road which is bulging out to such an extent that it requires no effort to see that it looks so unsafe that any ordinary civilian might be excused for supposing the structure may collapse at any moment. If it does come down with a run and bury some helpless Celestials in the debris would the contractor or the immaculate P.W.D. be held to blame? Should we again be treated to the unpleasant spectacle of a contractor being tried for manslaughter although a jury had found the P.W.D. grossly negligent in its duty.

PARADE AT HAPPY VALLEY.

NEXT MONDAY.
As announced by us last evening, there will be the first viewing of a Bill entitled *The New Territories Titles Ordinance*.

The objects and reasons given are as follows:—It is desirable to provide a system of Land Tenure for the new Territories (exclusive of New Kowloon). In the rest of the Territories there are some quarter of a million holdings often of a very low value. The transfer of these and their transmission by inheritance is governed by custom of patriarchal origin. Society in general in the New Territories is not suited for the introduction of English Real Property Law. Every original holder of land is to be treated as a customary landholder. Dealing with customary land by transfer or by way of charge, and its transmission by inheritance are regulated by means of a system adapted from that known as "The Torrens System." Provision is made by which a customary landholder desirous of obtaining a Crown Lease may do so upon the surrender to the Crown of his customary rights in the land to be leased. Persons taking up land from the Crown in the New Territories may at their option become customary landholders or they may obtain a Crown Lease and come under the general law of the Colony.

EUROPEAN RESERVATION.

AT KOWLOON.

The following despatch was laid on the table at this afternoon's meeting of the Legislative Council:—

Downing Street,
4 September 1902.

SIR,—I have the honour to acknowledge the receipt of Major General Gascoigne's despatch No. 320 of the 16th of July on the subject of proposed European Reservation near Kowloon.

I entirely approve the principle of the establishment of a reservation in which persons of cleanly and healthy mode of life will be safe from the risk of infection due to the neighbourhood of lower classes of Chinese with insanitary habits, but I am not prepared to accept Major General Gascoigne's view, as expressed in paragraph 6 of his despatch, that such a scheme should be used to enable the European section of the community to obtain low rents to the exclusion of Chinese of good standing.

While therefore, I am willing to consent to the reservation of the area in question, I consider that instead of being confined to Europeans it should be open to all persons, whether Europeans or Chinese, who are approved by the Governor.

I have the honour to be, Sir, Your most obedient, humble servant,

(Sd.) J. CHAMBERLAIN,
Governor Sir H. A. Blake, G.C.M.G. &c.

PRESENTATION BY VOLUNTEER.

CORONATION REMINISCENCE.

There is at present on view at Messrs. Falconer & Co.'s a very handsome massive silver bowl inlaid with gold to be forwarded by the Volunteers to Miss Brooke Hunt. The bowl is on a carved ebony stand, and bears the following inscription:—"Presented to Miss Brooke Hunt, from the members of the Hongkong Coronation Contingent 1902." This is the spontaneous outcome of the Volunteers, who desired to testify to their appreciation of the manner in which Miss Brooke Hunt entertained them when at the Colonial Club. Coronation Volunteers for the next few days will be able to inspect the bowl, before its departure on the perpetual lease. Of these four, two, at that time, were not born and the other two had died 20 years previously. The lessor, whose name was not mentioned in this lease, was claimed not to have been alive. Proof for those statements was furnished by the Ying family register. Owners of the land were the Ying family. There was no doubt that the Ying family were the owners of the land and that the Wangs were the Ying's tenants. The claim of the Ying family was that the perpetual lease was a forgery and the real lease given by the Ying to the Wangs was a 30 years lease, which expired in 1896. The evidence regarding the forgery was that four of the lessors were not alive at the date on the perpetual lease. Of these four, two, at that time, were not born and the other two had died 20 years previously. The lessor, whose name was not mentioned in this lease, was claimed not to have been alive. Proof for those statements was furnished by the Ying family register.

Mr. Sharpe said that the plaintiffs' case was that the Wang family, who were awarded this property by the Land Court, had forged a perpetual lease ownership, dated 1891, from the Ying family.

There was no doubt that the Ying family were the owners of the land and that the Wangs were the Ying's tenants. The claim of the Ying family was that the perpetual lease was a forgery and the real lease given by the Ying to the Wangs was a 30 years lease, which expired in 1896. The evidence regarding the forgery was that four of the lessors were not alive at the date on the perpetual lease. Of these four, two, at that time, were not born and the other two had died 20 years previously. The lessor, whose name was not mentioned in this lease, was claimed not to have been alive. Proof for those statements was furnished by the Ying family register.

Mr. Sharpe said that the plaintiffs' case was that the Wang family, who were awarded this property by the Land Court, had forged a perpetual lease ownership, dated 1891, from the Ying family.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council is held this afternoon in the Council Chamber. There were present—His Excellency the Governor, Sir Henry A. Blake, G.C.M.G., Col. L. F. Brown, R.E. (Senior Military Officer, Commanding the Troops), Hon. F. H. May, C.M.G. (Colonial Secretary), Hon. Sir A. Spencer Berkeley, K.B. (Attorney General), Hon. Dr. F. W. Clark (Medical Officer of Health), Hon. Commander R. M. Rumsey, R.N. (Labour Master), Hon. A. M. Thomson (Colonial Treasurer), Hon. W. Chatham (Director of Public Works), Hon. C. W. Dickson, Hon. C. Sharp, Hon. G. W. F. Playfair, Hon. R. Sheahan, Hon. Dr. Ho Kai, Hon. Wei A Yuk and Mr. C. Clementi, (Acting Clerk of Councils).

Mr. Sharpe granted permission to speak, and said that notice should be given to all claimants. The appellant was required to put £100 into Court as security for costs.

Mr. Sharpe said he knew that his clients had received nothing from the decision of the Land Court, but he did not know that decision.

His Lordship agreed with Mr. Sharpe that the Land Court would have to furnish their judgment and said that that body had done so with many scoundrels and forgers of land documents. He pointed out that this is the first case of this description.

SUPPOSED SUICIDE OF THE CHIEF OFFICER

OF THE S.S. "HOI HO."

The river steamer *Hoi Ho*, Captain Paxton, arrived from Canton at about one o'clock this morning, and those aboard were in possession of the exciting news that the chief officer Mr. Duncan Bowie had been drowned.

The *Hoi Ho*, a vessel belonging to the Chi Wo Steamship Company, left her berth at Hongkong at about half past five on Tuesday afternoon, bound for Canton. At about seven o'clock, when in the vicinity of Deep Bay, Mr. Duncan Bowie, the chief officer of the vessel, jumped overboard. The engines were immediately reversed, boats were lowered and the crew of the *Hoi Ho* searched for the man for about an hour. Owing to the darkness the search was unfruitful and Mr. Bowie was drowned.

The late Mr. Duncan Bowie is well known on the China Coast, and has been employed by most of the local steamship companies. He was a native of Scotland and a man of about 48 or 49 years of age. In 1899 he commanded the British lorcher *Shing Lung* and also at different periods several other native owned lorchers trading to Wuchow, West River. Subsequently he was the captain of the *Kwan Yam*, a small steamer belonging to the Kai Hing Steamship Company. This Company however ceased to run steamers and Mr. Bowie obtained employment in the *Hoi Ho*. His other employment included second officer of the Indo China steamer *El Dorado* and command in the China Merchant Steam Navigation Company.

HONGKONG STEAM-LAUNCH COMPANY LIMITED.

APPLICATION FOR LIQUIDATOR.

Recently the Hongkong Steam-launch Company, Limited, was voluntarily wound up by order of

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

(From Our Own Correspondent.)

BOMBAY, 5th November.

The P. & O. S. N. Company's mail steamer left to-day with about 1,000 chests of Malwa Opium. The closing prices for the best drug are as under:

Malwa New	Rs. 1,240
" Old	1,200
" Oldest	1,330

Proposed Gold Standard.

FOR STRAITS SETTLEMENTS AND MALAY

(From Our Own Correspondent.)

LONDON, 5th Nov., 6.10 p.m.

The Secretary of State for the Colonies has appointed a Committee to inquire into the advisability of establishing a Gold currency for the Straits Settlements and the Federated Malay States.

(By special arrangement with "Ostasiatische Lloyd.")

The Canton-Tankow Railway.

BELGIAN SYNDICATE, HOPEFUL.

BERLIN, 5th Nov., 8 p.m.

The Belgian Syndicate is very hopeful of obtaining the contract for the Canton-Tankow Railway.

In the 2nd July last we published a telegram to the effect that the Brussels correspondent of the *Daily Express* had learned that a Belgian Syndicate had acquired the concession, and subsequently pointed out that the American Syndicate, known as the China Development Company, was in full possession of the concession for the railway which it secured by Imperial Rescript prior to the disturbances of '90. But the events of that year naturally had the effect of delaying matters, and there appeared to be some indifference on the part of American Bankers to attempting anything in China on a large scale and certain Belgian speculators undertook to get hold of the concession. From information to hand during the past few days we learn that several important changes have been made in the staff engaged at the Canton end of the branch-line to Samshui, and this would seem to be borne out by the fact that a few days ago a number of Americans in Manila were telegraphed for to proceed at once to the Canton terminus of the line.—Ed., H.K.T.

The Red Sea Pirates.

NO POLITICAL COMPLICATIONS.

The joint English and Italian proceedings against the Turkish pirates in the Red sea will be carried out without political complications.

The Kaiser's Visit to the King.

Emperor William who arrives in England on the 8th inst. will remain at Sandringham till the 15th inst. when he proceeds to Ldwyther Castle for a few days' shooting. The date of his departure has not yet been fixed.

(Reuters.)

The Somaliland Operations.

LONDON, November 4th.

Reuter's Aden correspondent wires that Colonel Swayne has been recalled to act as adviser to the Foreign Office in the manning of Berbera, and the superintending of preparations for an advance in Somaliland, which will commence six weeks hence.

Grand Duke Paul's Dismissal.

Grand Duke Paul of Russia was dismissed from the army, because of his malice with Baroness Pistolkoff, the divorced wife of an adjutant of the Grand Duke Vladimir.

LATER.

The Education Bill.

Clauses 9. and 10. of the Education Bill have been adopted.

An Irish M.P. Imprisoned.

Mr. William H. K. Redmond, M.P. for Clare, landed at Kingslown this morning, and was immediately arrested to undergo six months' imprisonment for intimidation, to which he was sentenced in September last.

ADRIFF IN THE GANTON RIVER.

GERMAN GUNBOAT'S LOSS.

The following letter has been received by the Hon. R. Murray Rumsey, R.N., Harbour Master, Hongkong:

"Tunay" at Hongkong,

3rd November, 1902.

Sir,—I have the honour to enclose a letter from the Commanding Officer of the German gunboat *Tiger*, regarding the loss of a wooden target practice float in the Canton River, and I would request that, if any information reaches you as to its whereabouts, you will, as he desires, report the fact to the *Tiger*, or the German Consul.

I have the honour to be, Sir, your obedient servant,

(Sd) C. G. JONES, Commodore.

ASK FOR ASAHI JAPANESE BEER.

C. Girault.

"TACOMA'S" TERRIBLE TRIP.

ARRIVAL AT HONGKONG.

THRILLING NARRATIVE.

The Northern Pacific, s.s. *Tacoma*, which arrived in Hongkong early this morning, experienced a very rough voyage across the ocean from Victoria. We take the following account, given by one of the officers, to a Japanese exchange:

We sailed from Tacoma on October 4th, calling at Victoria, B.C., which place we left, at 9 o'clock on Sunday morning, October 5th, the weather being lovely.

The first few days of our voyage to Yokohama were fine and pleasant, the weather becoming gradually worse, as we steamed north. On the 10th of October we experienced a strong gale of wind from the west-south-west, accompanied by a dangerous sea. The following day was fine, but Monday, October 13th, was a dirty, disagreeable day, with a strong south-easterly wind blowing; this afternoon the steam steering gear being jammed, the after steering gear was connected, and the vessel steered from the after wheel house. At midnight the steering gear being still jammed, the engineers abandoned their efforts to fix it until morning.

The wind and sea had increased rapidly all the evening. At 6 p.m. we were above our position then being Lat. 51.30 N. Long. 171.30 W. By 1 a.m. on Oct. 14th a tremendous gale was blowing, accompanied by a fury of high seas across sea.

SIX MEN AT THE WHEEL.

The *Tacoma* was shipping sea continually, and about 2 a.m. she pooped a heavy one, the port door of the after wheel house being washed away. A few minutes later she shipped a tremendous sea abaft the smoke stack on the port side. This un-hopped and smashed the two after life boats, completely up-ending the large iron life boat, it lying upside down across the gallery sky light, the after life boat being lifted from the chocks and urged against the engine room skylight. These boats were subsequently thrown overboard, being dangerous to the other deck fittings. This sea, continuing its career of destruction hit; washed away the saloon skylight, flooding the saloon and all the staterooms, to the great alarm of the passengers. The ship was now in great danger. An officer, a quartermaster, and four sailors were at the wheel, and it took their united efforts to steady it, the wheel house also being continually flooded. The captain and second officer were on the bridge signalling the wheelhouse by whistle, the after telegraph being disabled.

SALOON FLOODED.

The scene below was pitiable. The whole skylight being washed away left dark yawning chasm in the saloon ceiling, through which the wind shrieked and whistled and heavy spray continually clashed. The saloon was flooded inches deep with dirty water, which at each roll rushed from side to side through saloon and staterooms like a mountain torrent, even the upper berths being wet through. The chief officer and his men were hard at work fixing a tarpaulin over the skylight, and a dangerous and arduous task it was, as they were liable at any moment to be swept overboard by some huge sea. The saloon boys were busy bailing the water out of the saloon, but as she continually shipped fresh seas they made little headway.

The barometer was now at its lowest and the weather getting worse and worse. About 5 a.m. a tremendous sea struck the port quarter boat, carrying it away and driving it bodily through the captain's room; the davits were snapped off like pipe stems, the taffrail disappeared, the whole deck house was wrecked, and a winch in the wheel house tore in. The house was flooded, and the officers and sailors lifted from their feet and jammed against the roof. The captain's room had ed.

AS THOUGH WRECKED BY DYNAMITE

eve lying in it being smashed and wedged in wet tangled heap on the deck. The bulkhead between his room and the social hall was partially carried away, the port door of the social hall was washed overboard, and the whole port side stove in. The captain's dog, a beautiful Gordon setter, was chained up to the minister, at the head of the companion, and the poor brute was knocked about, and half drowned until he was released an hour later.

The sea howled down the after companion, again flooding the saloon and after cabin, and also the staterooms and linen locker.

The mess was simply indescribable, but luckily the electric light remained burning and enabled one to see, or darkness would have indeed capped the climax.

All through this fearful time the

"TACOMA" WAS BEHAVING BEAUTIFULLY, riding the enormous seas like a duck, everyone rolling down upon her, with its lowering crest of wind driven spray, seeming certain to sweep her fore and aft; and one involuntarily held his breath and closed his eyes, waiting for the shock of the enormous pile of water heaped up above her to fall. A moment of suspense, and then another look, to find the noble old boat had climbed the apparently impossible mountain and was riding like a cork, ready for the next.

For hours the captain remained on the bridge watching and anticipating everything, the shrill whistle, loud above the shrieking of the wind signalling the officer at the wheel, and the engine room telegraph ringing, its numrous orders to the engineers. The officers relieved each other on the bridge and at the wheel, and the chief officer and his sailors were here, there, and everywhere, like demons. There was no confusion and no undue excitement.

Everything that could be done was done, and was done quickly and well, and it was a fine

and inspiring thing to see brave men doing

their duty at this awful time quietly and coolly as though it were an every-day affair.

The engineers worked, like the deck officers nobly, and the engine behaved beautifully. The engine room in bad weather is no sinecure, continually filled with steam at 700 ft. of water forces its way down on the heated cylinders, and the roar and clang of the racing shaft as the ship heaves her propeller high in the air is sufficient to unnerve the bravest.

A CREDITABLE CREW.

The Chinese sailors, firemen, and saloon boys all behaved splendidly and worked hard, the sailors particularly being cool and cheerful in great danger and barely taking time to swallow a meal, setting an example of courage that could not have been improved on by a European crew.

When daylight broke the *Tacoma* presented a pitiable sight; her decks, always so beautifully clean and trim, looking like a junk shop, but below, the saloon and ladies' cabin were worse. The water mixed with various stores washed out of the store room, deposited a thick slimy mud over everything, and the ashes from the stove did not help to improve matters. Broken glassware, lamp chimneys, and pieces of heavy glass sky light were everywhere, the alley ways being flooded continually. Not till noon did visitors commence to improve. Then the wind, which had all the time been blowing a hurricane, slightly decreased and hauled towards the westward, but the sea continued running mountains high. From this time on the wind gradually subsided, and by night the danger from the storm was a thing of the past.

CHEERFUL PASSENGERS.

The two ladies on board, a passenger and the stewardess, had anything but a pleasant experience, their rooms being flooded when the skylight was washed away and all their belongings soaked. Fortunately none of the officers' rooms in the fancy way were flooded, and they were installed in one of them. They both behaved very bravely and displayed courage and cheerfulness in a time of very grave danger.

Throughout the storm accidents were few, two sailors and a quartermaster being the only sufferers, and they were bruised by the wheel, which neglected no opportunity in attempting to take charge, and required the united efforts of six men for its control.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

NO WATER.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—I am told by one who occupies part of a house in Lascar Row, that for the last six days, his family, as well as other Chinese and Malays living in this neighbourhood, have been without any water supply, either inside or outside their houses. Further, my informant assures me that his wife has had to pay 15 and 20 cents per day for this necessary water to be brought from the hills. This is not a Chinaman's tale, not but what there are numbers of truth-speaking Chinese. The complaint comes to me from a May quarter-master whom I have known a good number of years as an honest and truthful man. I trust that one of our unofficial Members of the Legislative Council will try and ascertain the cause of this, as you are aware paying for water out of their scanty income is exceptionally severe on all classes of the poor, more especially at a time when the Sanitary Board purpose giving these poorer classes a chance to cleanse their own houses subject to a fine, after a certain date for non-compliance of orders. I am not suspicious that the local Government neglect the poorer classes, or in fact on the part of the water supply staff, many of whom I know work early and late, but merely a plea for those who have their rice to earn and mighty hard too—with no time to ask where, or to whom shall we say, no water, but what we buy, and which we can so ill afford.

T. P. H.

Hongkong, 5th November.

THE OPUM DIFFICULTY.

AT SWATOW.

(From Our Own Correspondent.)

SWATOW, 5th November.

Messrs. Bradley and Company had ten chests of Putna Opium imported from Hongkong some days ago, but owing to the new taxation they have not yet been applied for at the Chinese custom house. The owner asked the commissioner of the Fu Chiu for permission to transport it to the interior without further taxation than Tls. 80 and Tls. 30. The commissioneer, however, refused to act on his own initiative until orders arrived from the Inspector-General at Peking.

The owner, acting under the *Chelou* agreement, applied to the British Consul for protection against the imposition, and after the opium was labelled, two chests were allowed to be taken from the Customs godown on payment of the usual tax. The Kwong Hing firm sent out armed searchers and seized one of the chests. The owner applied to the Consul, who wired to Canton concerning the matter, but as yet he has received no reply. On the day after wiring to Canton, the Consul requested the subordinate officer, Tan Po Si, to send out runners to protect the imported opium and these more chests were taken out of bond. One of the latter was taken in the street by a band of robbers.

For hours the captain remained on the bridge, watching and anticipating everything, the shrill whistle, loud above the shrieking of the wind signalling the officer at the wheel, and the engine room telegraph ringing, its numerous orders to the engineers. The officers relieved each other on the bridge and at the wheel, and the chief officer and his sailors were here, there, and everywhere, like demons. There was no confusion and no undue excitement.

Everything that could be done was done, and was done quickly and well, and it was a fine

and inspiring thing to see brave men doing

SHANGHAI RACES.

The following results arrived after we had gone to press yesterday:

THE PAGODA CUP.—Value, Tls. 200; second pony, Tls. 50; if five or more starters, third pony, Tls. 25; for China ponies, weight for inches as per scale; ponies that have started at this meeting and never won a race allowed 7lbs.; winner of the Criterion Stakes 5lbs. extra; entrance, Tls. 5. One mile.

Mr. Bruce Robertson's b. *Grande*..... 1
" Fuz-James's gr. *Kenyir*..... 2
" Hopetul's gr. *Style*..... 3
Time, 2.8 2/5.

THE SHANGHAI STAKES.—A forced entry of Tls. 5, with Tls. 100 added; for all ponies otherwise entered at this meeting; first pony to receive 70 per cent., second pony, 20 per cent., third pony, 10 per cent.; weight for inches as per scale; griffins at date of entry allowed 7lbs.; entrance, Tls. 5. One mile and a half.

Mr. Ring's wh. *Antiphon*..... 1
" Harley's bay *His Majesty*..... 2
" Teng's bay *Cron*..... 5
Time, 3.17. Record 3.11.

THE RACING STAKES.—Value, Tls. 250; second pony, Tls. 50; if five or more starters, third pony, Tls. 25; for China ponies, weight for inches as per scale; winners of a race 7lbs. extra; entrance, Tls. 5. One mile and a quarter.

Mr. H. Bush's roan *Algerine*..... 1
Messrs. Middy and Vine, gr. *Coronation*..... 2
Mr. Ring's br. *Arrivedrade*..... 3
Time, 2.44. Record 2.37.

THE LIMA MIAMI STAKES.—Value, Tls. 200; second pony, Tls. 50; if five or more starters, third pony, Tls. 25; for all China ponies; weight for inches as per scale; ponies that have started at this meeting and never won a race allowed 7lbs.; entrance, Tls. 5. One mile and three-quarters.

Mr. Buxley's ch. *Rare Rose*..... 1
" Carlill's dun *Juno*..... 2
" G. H. Potts's *Pander*..... 3
Time, 3.54 2/5. Record 3.47 3/5.

THE LIMA MIAMI STAKES.—Value, Tls. 200; second pony, Tls. 50; if five or more starters, third pony, Tls. 25; for all China ponies; weight for inches as per scale; ponies that have started at this meeting and never won a race allowed 7lbs.; entrance, Tls. 5. One mile and a quarter.

Mr. Ganval's sk. *W. G.*..... 1
Messrs. Robson and Cannon's gr. *Julian*..... 2
Mr. Donnachie's ches. *Red Dawn*..... 3
Time, 2.45. Record 2.37.

THE SYCWE STAKES.—Value, Tls. 200; second pony, Tls. 50; if five or more starters, third pony, Tls. 25; for all China ponies; weight for inches as per scale; griffins at date of entry; weight for inches as per scale; winners of a race 7lbs. extra; entrance, Tls. 5. One mile and a quarter.

Mr. Ganval's sk. *W. G.*..... 1
Messrs. Robson and Cannon's gr. *Julian*..... 2
Mr. Donnachie's ches. *Red Dawn*..... 3
Time, 2.42 1/3. Record 2.3

Shipping Steamers.

OCEAN STEAM SHIP CO., LIMITED.

OUTWARDS.

	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.	"ALDINUS"	13th November, 1902.
"PELEUS"	3rd December,	"
"TVOS"	15th "	"
"TELEMACHUS"	31st "	"
"PROMETHUS"	8th January, 1903.	

S.S. "TAITALUS" has arrived and leaves for SHANGHAI TO-MORROW.

HOMEWARDS.

FOR LONDON.

"MENELAUS"	11th Nov., 1902.
"AGAMENON"	25th "
"TANTALUS" (FOR AMSTERDAM and LONDON)	6th Dec., "
"ULYSSES"	23rd "
"PELEUS"	6th Jan., 1903.
"ANTENOR"	20th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES)	20th Nov., 1902.
"DEUAGLION"	20th Dec., "
"ALCINOUS"	20th Jan., 1903.
"TYDEUS"	"

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL.

SHANGHAI	"NINGPO"	7th November.
SHANGHAI	"WHAMPOA"	8th "
SHANGHAI	"HUFEH"	8th "
NINGPO and SH'NGHAI	"CHINKIANG"	11th "
TIENTSIN	"KWEIYANG"	12th "
MANILA	"BUNGKIAO"	13th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	15th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

FROM

STEAMERS.

DUE.

GLASGOW and LIVERPOOL	"TEENKAI"	19th November.
"	"MOYUNE"	27th November.
"	"OOPACK"	10th December.
"	"NINGCHOW"	25th December.

HOMEWARDS.

FOR

STEAMERS.

TO S.I.L.

LIVERPOOL (DIRECT) (Taking Cargo at LONDON RATES)	"PINGSUEY"	10th November.
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TRANS-PACIFIC SERVICE.

VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS via NAGASAKI, KOBE and YOKOHAMA. "NINGCHOW" ... 27th December.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th November, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA" and

"INDRASAMHA,"

between HONGKONG AND PORTLAND (OR.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

"INDRAPURA"	4,899 Tons.	Nov. 14.
"INDRASAMHA"	5,197 "	Dec. 14.
"INDRAVELLI"	4,899 "	Jan. 14.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

ALLAN CAMERON, General Agent.

1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 9th November.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 12th November.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 16th November.
FOR FOOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 19th November

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 5th November, 1902.

T. ARIMA, Manager.

1379c

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TSINAN" leaves on 15th Nov.

"CHANGSHA" 8th Dec.

"CHINGTU" 29th Dec.

"TAIYUAN" 20th Jan.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,

Agents, C. N. Co. Ltd.

138d

Shipping Steamers.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above on SATURDAY, the 8th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 5th November, 1902. [1158d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"PERLA."

Captain J. McGinty, will be despatched as above on SATURDAY, the 8th instant, at 4 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMEY & Co.,

General Managers.

Hongkong, 5th November, 1902. [1158d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"KUMSANG."

Captain Buller, will be despatched as above on SATURDAY, the 8th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 5th November, 1902. [1158d]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUET CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHER CASTLE" ... About 10th Nov.

"BORDER KNIGHT" ... 20th Nov.

"CROYDON" ... 10th Dec.

"ORONO" ... 20th Dec.

"MOGUL" ... 31st Dec.

"HINDUSTAN" ... 10th Jan., 1903.

"MACDUFF" ... To follow.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,

General Managers.

Hongkong, 5th November, 1902. [1158d]

NIPPON YUSEN KAISHA.

RESUMPTION OF MANILA SERVICE.

FOR MANILA.

THE Company's Japanese Mail-Ship.

"KASUGA MARU."

4

EXCHANGES.

Hongkong, 6th November.
ON LONDON, Telegraphic Transfer 17/2
" Bank Bills, on demand 17/2
" Credits, 4 months' sight 8/5/6
" D'ments, 4 months' sight 8/5/6
ON BERLIN, (demand) M.1.50
ON PARIS, Bank Bills, on demand 2.05/2
" Credits, 4 months' sight 2.12/2
ON NEW YORK, Bank Bills, on demand 10/2
" Credits, 30 days' sight 4/1
ON BOMBAY, Telegraphic Transfer 12/2
" On demand 17/2
ON SHANGHAI, Telegraphic Transfer 7/2
Private 30 days' sight nom.
IN YOKOHAMA, J.T. 24/2 prem.
Foreign, Bank's Buying Rate \$1.20
Gold Leaf, 100 tael, per tael 61.25
Bar Silver 23.3/16

Shipping.

Arrivals.
KWANTUNG, Chinese steamer, 1,536, W. H. Lunt, 5th Nov.—Shanghai 2nd Nov., General—C. M. S. N. Co.
DEVAWONGSE, German steamer, 1,057, Ch. Kümpel, 1th Nov.—Bangkok 29th Oct., Rice—Butterfield & Swire.
TRIUMPH, German steamer, 760, A. Hansen, 5th Nov.—Wuhu 31st Oct., R. co.—Jebens & Co.
SUISANG, British steamer, 1,776, James Young, 5th Nov., Saigon 25th Oct., Sugar—Jardine, Matheson & Co.
TACOMA, American steamer, 1,689, A. Dixon, 6th Nov.—Tacoma 4th Oct., General—Doddwell & Co., Ltd.
TANTALUS, British steamer, 2,381, T. M. Gregory, 6th Nov.—Liverpool and Singapore 30th Oct., General—Butterfield & Swire.
BAIKAL, French steamer, 717, E. MacLellan, 6th Nov.—Saigon 31st Oct., General—Orde.
DAIJIN MARU, Japanese steamer, 899, T. Ogata, 6th Nov.—Tamsui 2nd Nov., General—Mitsui Bussan Kaisha.
PIRA CHIULA CIOTO KIAO, German steamer, 1,012, T. Bohn 6th Nov.—Bangkok 29th Oct., Rice—Butterfield & Swire.
CATHERINE APACAR, British steamer, 1,730, S. H. Belsen, 6th Nov.—Calcutta 22nd Oct., Penang and Singapore 31st, General—David Sassoon & Co., Ltd.
SHAWMUST, American steamer, 6,195, Wm. M. Smith, 6th Nov.—Manila 3rd Nov., General—Doddwell & Co., Ltd.
CANTON, British steamer, 1,110, W. Stalker, 6th Nov.—Canton 5th Nov., General—Jardine, Matheson & Co.
HAICHING, British steamer, 1,267, A. E. Hodges, 6th Nov.—Canton 5th Nov., General—Douglas, Lapraik & Co.

Departures.

Nov. 6, Loyal, German str., for Bangkok.
Nov. 6, Tyr, Norwegian str., for Canton.
Nov. 6, KWANTUNG, Chinese str., for Canton.
Nov. 6, Waterwitch, British surveying-ship, for cruise.
Nov. 6, Elsa, German str., for Canton.
Nov. 6, Kumpel, French str., for Canton.
Nov. 6, Studiente Rickmers, German str., for Saigon.
Nov. 6, Jacob Diederichsen, German str., for Haiphong.

Passengers—Arrived.

Per Tantalus, from Singapore—Capt. Innes, and 148 Chinese.
Per Tacoma, from Tacoma, &c.—Miss Hewett, and 21 Chinese.
Per Kwangtung, from Shanghai—1 European, and 105 Chinese.
Per Dajin Maru, from Tamsui—2 Europeans, 317 Chinese and 8 Japanese.
Per Catherine Apacar, from Calcutta, &c.—Mrs. Belsen and child, and 859 Chinese.

Post Office.

A Mail will close—
For Canton—Per Itonam, to-morrow, the 7th instant, at 7.30 A.M.
For Kobe—Per Kyoto Maru, to-morrow, the 7th instant, at 9 A.M.
For Swatow and Amoy—Per Chunshar, to-morrow, the 7th instant, at 10 A.M.
For Singapore, Penang and Calcutta—Per Kumang, to-morrow, the 7th inst., at 11 A.M.
For Bangkok—Per Tsintin, to-morrow, the 7th instant, at 11 A.M.
For Macao—Per Hengshan, to-morrow, the 7th instant, at 1.15 P.M.
For Saigon—Per Kamput, to-morrow, the 7th instant, at 2 P.M.
For Shanghai—Per Ningpo, to-morrow, the 7th instant, at 3 P.M.
For Singapore and Penang—Per Saxon, to-morrow, the 7th instant, at 4 P.M.
For Canton—Per Putian, to-morrow, the 7th instant, at 5 P.M.
For Manila—Per Loangson, on Saturday, the 8th instant, at 10 A.M.
For Europe, etc., India, via Tuticorin—Per Chitran, on Saturday, the 8th inst., at 11 A.M.
For Shanghai—Per Hupu, on Saturday, the 8th instant, at 3 P.M.
For Amoy and Manila—Per Peru, on Saturday, the 8th instant, at 3 P.M.
For Shanghai—Per Whampoa, on Saturday, the 8th instant, at 4 P.M.
For Manila—Per Yutung, on Tuesday, the 11th instant, at 11 A.M.
For Manila—Per Kosseti Maru, on Tuesday, the 11th instant at 2 P.M.
For Ningpo and Shanghai—Per Chinkiang, on Tuesday, the 11th instant, at 4 P.M.
For Europe, etc., India, via Tuticorin—Per Sachet, on Wednesday, the 12th instant, at 11 A.M.
For Tientsin—Per Kweiyang, on Wednesday, the 12th instant, at 4 P.M.
For Singapore, Penang and Bombay—Per Bidago, on Thursday, the 13th inst., at 10 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Nippon Maru, on Thursday, the 13th inst., at 11 A.M.
For Singapore—Per Java, on Friday, the 14th instant, at 11 A.M.
For Moji, Kobe, Yokohama and Portland, Oregon—Per Intrapura, on Friday, the 14th inst., at 11 A.M.
For Kobe—Per Changsha, on Saturday, the 15th instant, at 3 P.M.
For Europe, etc., India, via Tuticorin—Per Antran, on Monday, the 17th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, N.C. and Vancouver—Per Empress of India, on Wednesday, the 19th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Taitor, on Wednesday, the 3rd Dec., at 11 A.M.

XMAS AND NEW YEAR PARCELS: (VIA GIBRALTAR)—Parcels for the United Kingdom, posted before 3 p.m., on Friday, the 7th November, are due in London about the 13th Decem'ter, and those posted before 3 p.m. on Friday, the 21st November, are due in London about the 27th December.
The rates of postage are as follows—
Folaparcels not exceeding 3 lbs. in weightcts. 7 lbs. \$1.00
1 lb. 50
1 lb. 100
1 lb. 150
1 lb. 200
1 lb. 250
1 lb. 300
1 lb. 350
1 lb. 400
1 lb. 450
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1 lb.

Gentlemen's
Outfitting
Department
Now Open.

28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,**

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentlemen's
Outfitting
Department
Now Open.

28, Queen's Road
Opposite
Hongkong Hotel.

GENTLEMEN'S HATS! GENTLEMEN'S HATS!! GENTLEMEN'S HATS!!!

ALL THE NEWEST SHAPES FOR THE COMING SEASON.
SOFT FELTS. ALPINE STRAWS. HARD FELTS. STRAW BOATERS.

TWEED CAPS FOR GOLF, CYCLING, AND RIDING.
SMART HATS FOR THE RACES. WARM HATS FOR THE WINTER. WHITE LINEN HATS
FOR CRICKET. A FINE STOCK OF HELMETS, IN ALL THE LATEST SHAPES.

Gentlemen's Department: 28, Queen's Road Central.

GENTLEMEN'S UP TO DATE BOOTS IN ALL THE BEST

SHAPES, SIZES AND HALF-SIZES IN STOCK.
SOUND ENGLISH LEATHER MADE UP ON AMERICAN LASTS.
STYLE, COMFORT AND FIT.

28, Queen's-Road Central.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR AT

34, Queen's Road Central.

NEW WINTER GOODS.

NOW ON SHOW. JACKETS, CAPE\$ FURS, RAINCOATS, UMBRELLAS, FELT HATS, ETC., ETC.

NEW STOCK OF LADIES' AND CHILDREN'S BOOTS AND SHOES.

34, Queen's Road Central.

IMPORTANT NOTICE TO LADIES.

ORDERS FOR ST. ANDREW'S BALL ARE NOW BEING BOOKED AND LADIES ARE
REQUESTED TO PLACE THEM AS SOON AS POSSIBLE TO
AVOID DISAPPOINTMENT.

CUT, FIT AND STYLE GUARANTEED

ORDERS EXECUTED UNDER THE SUPERVISION OF A HIGHLY QUALIFIED DRESSMAKER.
OUR WORKROOMS ARE NOW ENLARGED AND OUR STAFF GREATLY INCREASED.
NEW DRESS GOODS, PIECE NETS, LACE ROBES, SILKS, SATINS, AND TRIMMINGS
ARE NOW IN STOCK IN MUCH LARGER VARIETY THAN HERETOFORE AND
WE ARE CONFIDENT THAT WE CAN SATISFACTORILY SUPPLY ALL
WHO FAVOUR US WITH THEIR PATRONAGE.

November 4th.

R. G. HECKFORD,
MANAGER